



NOTHING BEATS
THE WAY WE'RE BUILT.
POLARIS®

THE ONLY THING TOUGHER ROSEAU SN

Picture winter in Roseau, Minnesota. Just ten miles south of the Canadian border, winters aren't just cold. They can be brutal. And the wind, which blows almost constantly, makes it seem even colder. The snow-covered earth is frozen solid. Just getting to work in the morning can be an adventure in survival. It's one tough place to spend winter.

In other words, it's one great place to build snowmobiles. It's been that way since 1954, when Edgar Hetteen, Alan Hetteen, and David Johnson introduced the Polaris Sno-



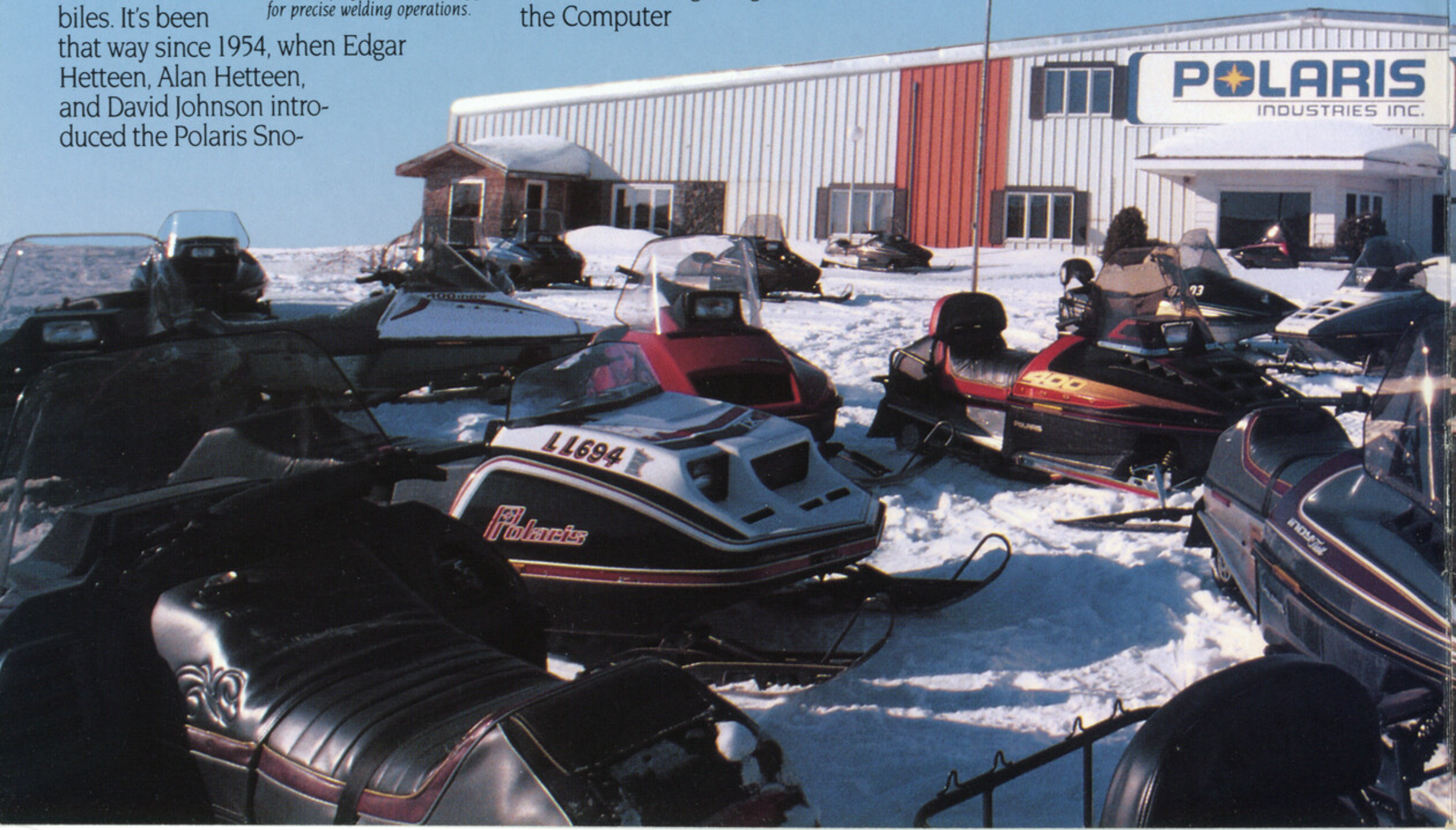
Polaris employs robot technology for precise welding operations.

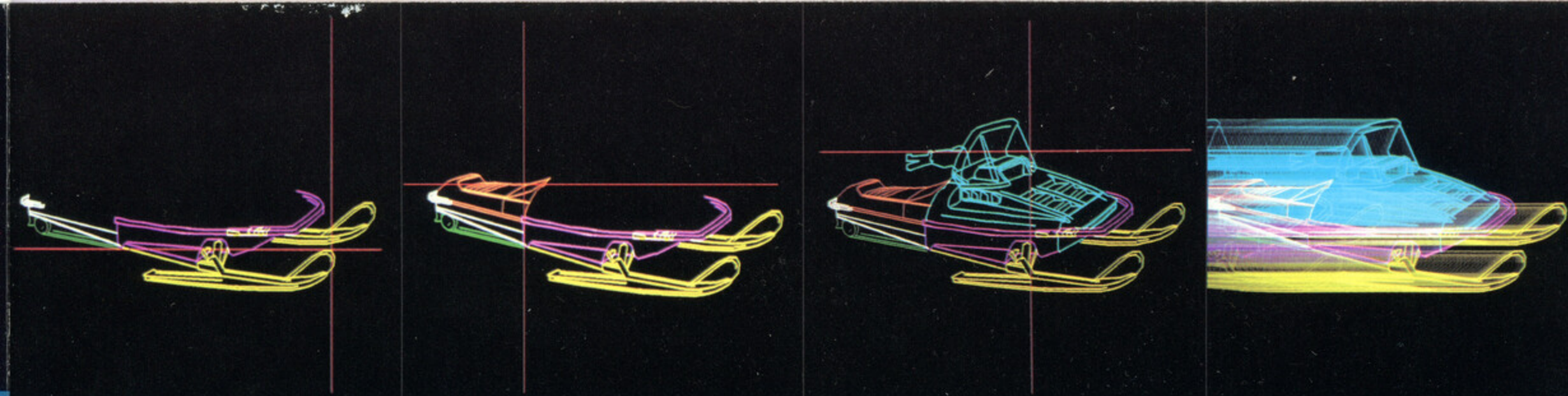
Traveler. Things have changed quite a bit since that hand-built machine, with car bumpers for front skis, first motored over the Roseau landscape. But a lot hasn't changed—the machines are still, for the most part, built by hand. And Polaris is still committed to building the best snowmobiles you can buy. Which is why no town on earth has meant more to the sport of snowmobiling than Roseau.

Today, you'll find people who ride their snowmobiles to the plant every morning working alongside computer-programmed robot welders. And that futuristic-looking image on the Computer

Aided Design (CAD) screen might feature an idea that came from an employee after a weekend ride. It's this combination of high technology and seat-of-the-pants involvement that makes Polaris special.

The results of this combination have been special, too. Results like the first commercially-successful Independent





THAN A ROSEAU WINTER IS A SNOWMOBILE.



Quality Control equipment measures tolerances on parts down to .0005 inch.

Front Suspension. Long travel, adjustable rear suspension. Advances in liquid cooling

and clutching. The only hydraulic disc brake on the market. And machines that have created new standards for performance and reliability.

It hasn't been easy. Every new idea, no matter how good it seems, is submitted to rigorous testing. Engines are run for days at full throttle on the dynamometer. Crucial parts have to pass muster in the Quality Control room, which has equipment that can detect faults not visible to the human eye. New prototypes have to make it past a crew of test riders who subject a sled to more punishment in a week than yours will ever see in its lifetime. Only after a design survives this abuse will it be considered for production.

Even after a model goes into production, we continue to

refine it. But whether it's minor improvements or major changes, Polaris never stops trying to make a better snowmobile. We know that better snowmobiles will make snowmobiling an even better sport.

In the pages that follow, you'll find the most exciting lineup of Polaris snowmobiles ever. You'll see new models. Bold new styling. And as usual, the innovative engineering on which we've built our reputation. Take a look for 1988, and you'll agree: Nothing beats the way we're built.





INDY 650

There is always one snowmobile that represents the ultimate in performance. The meanest. The fastest. It's the one that sends owners of competitive sleds scrambling to fine tune their machines.

Ever since its introduction, the Polaris Indy 600 has been that snowmobile. It was the first production model ever to crack the 100 MPH barrier. And since then, the other manufacturers have been trying to build a sled that will beat it.

So far, they haven't been able to do it. But they've gotten close.

As far as Polaris is concerned, a little too close. It's now 1988. Time to widen the gap.





The Indy 650 stops as well as it goes with our exclusive liquid-cooled hydraulic disc brake.

Enter the new Indy 650. The snowmobile that will re-define the term "muscle sled." A sled so fast, it'll have owners of other perform-

ance sleds working frantically on their machines. And when they're still getting left in the snowdust, they'll begin working even more frantically on their excuses.

The new engine is based on the old hotrodder's axiom: "There's no substitute for horsepower." Snowmobiling's only triple now boasts 648 cubic centimeters of liquid-cooled brawn. We took the biggest, meanest and fastest engine in the sport and made it bigger,

meaner and faster. And for serious deep-powder riders, we now offer the Indy 650 Snow King Special with a 133-inch track.

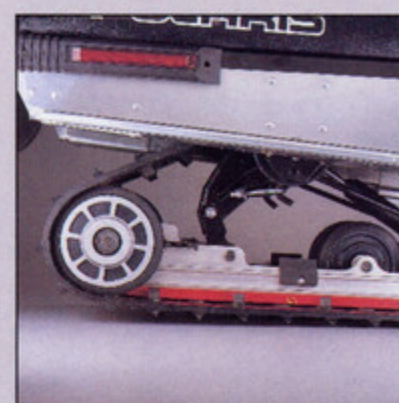
But we didn't stop there. For 1988, our biggest Indy gets a sleek new hood, nose cone and windshield. A new instrument console/headlight pod features a resettable trip odometer and new read-at-a-glance gauges; definitely



New headlight pod/instrument console.

a must on a sled this fast. There are new integrated front and rear bumpers. Carbide ski runners are standard. We even detailed the engine with

bright red cylinder heads. So when you lift up the hood (and you can bet you'll be asked to), you'll be treated to yet another chorus of oohs and aahs.



Rear suspension offers a wide range of adjustment.

Combined with its gut-wrenching speed, the styling of this black rocket will turn heads fast enough to cause whiplash. Which is exactly what

it's designed to do. It's not for the faint of heart. But for a special breed of rider, nothing else will do.

So if you're tired of riding sleds that are nothing more than finely-tuned excuses, get on the new Indy 650. And put all of that behind you.



BEHIND THE INDY 650 YOU'LL HEAR THE ROAR OF FINELY-TUNED EXCUSES.



THE SLED THAT WILL BLOW EVERYONE AWAY RIDE EVER

In the space of only a few years, the liquid-cooled Indy 400 has developed a legendary reputation among sport riders. For good reason: the 400 has proven itself as a do-anything performance sled. Whether it's carving through a wooded trail, streaking over a frozen lake, or blasting through fresh powder, this Indy is more than willing. The engine and suspension provide an almost magic blend of power and handling that you won't find in any other sled. Which is why a lot of riders on competitive machines found themselves getting blown away by Indy 400s.

This year, they'll be blown away before the ride ever starts.

Because for 1988, the Indy 400 is sporting an all-new look. There's a new hood, nose cone, windshield, and instrument console with resettable trip odometer. Even the bumpers are new. And to top it all off, the boldest color scheme on the market. It's a dazzling combination of white, red, and gray that'll have jaws dropping everywhere you ride. You'll be tempted to just park it, sit back, and draw admiring stares.

But that would be a crime. Because as good as it looks just sitting around, the Indy 400 truly shines when it's moving. Especially at high speeds.

Just imagine: the arm-straightening



The new instrument console houses a resettable trip odometer and easier-to-read gauges.

rush that comes from mashing the thumb throttle against the hand grip. The muted roar from the engine compartment as the twin Mikunis pump air and fuel into the liquid-cooled cylinders. The tach and speedometer needles race upward. Meanwhile, the IFS front and long travel rear suspension swallows the ugly stuff the ground is dishing out. Set up for the turn. Scrub off some speed with the hydraulic disc; a quick tug on the brake lever is all it takes. Halfway through the turn,



For deep powder riding, the Indy 400 Snow King Special comes with a 133-inch track.



EVERYONE AWAY BEFORE THE RACE STARTS.

nail the throttle again. The track bites and the 400 slingshots into the next straight. All you can do is think to yourself: There's nothing on earth like this. No wonder everyone's in love with this sled.

If this is the kind of scene that gets your heart beating faster, we don't blame you. After all, the Indy 400 has always been one hot sled.



The 398cc liquid-cooled twin combines breathtaking power with surprising gas mileage.

This year, the looks alone are enough to blow everyone away. Including you.



INDY 400





FIND OUT WHAT IT'S LIKE TO PULL





THE TRIGGER OF A LOADED INDY.

As good as the Indy 400 is, some people have wanted a little more. This year, if you hurry, you can get a lot more. Introducing the Indy 400 Classic. We like to think of it as a loaded Indy.

It's the first liquid-cooled snowmobile we've ever offered with a standard key start. Handwarmers are standard, too. And the new instrument panel features a row of accessory lights for temperature, low oil, headlight high beam, and handwarmers.

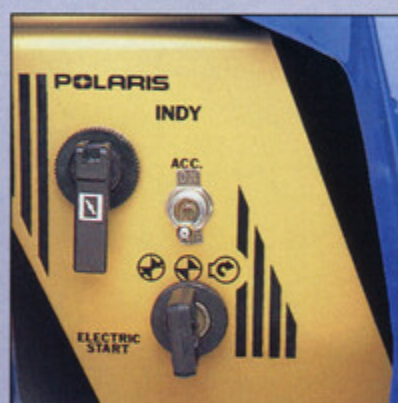
The bodywork of the 400 Classic starts out with the streamlined new Indy hood, nose cone, windshield, bumpers and headlight pod. Then we added some graphic touches to ensure that the owner of an Indy 400 Classic will ride with an extra measure of style. From the blue, white and gold hood, to the two-tone seat, to the rich gold anodizing on the tunnel and other parts, this Indy comes out of the crate

looking like someone spent all summer customizing it.

Sure, it's dressed up, but when you pull the trigger on this sled, you'll find there's a lot more to it than mere window dressing. Because underneath it all, it's still an Indy 400. And you'd better believe it performs like one. You still get supremely-handling Polaris IFS and mogul-squashing rear suspension. You still get the incredible performance of our liquid-cooled 400 twin. You still get the stopping power of an industry-exclusive hydraulic disc brake. In other

words, it'll still give you the kind of thrill that only an Indy can deliver.

The only thing wrong with the Indy 400 Classic is that we're not building many. Every buyer of this Classic will own an instant classic. It'll look great sitting in the showroom, but it won't be there for long. So if you want to find out what it's like to pull the trigger of a loaded Indy, you'd better do it soon.



Our only liquid-cooled sled with key start



Standard features include accessory lights and a resettable trip odometer.



INDY 400 CLASSIC



HANDLE ANY CURVE THROWS AT



INDY TRAIL

For thousands of riders, snowmobiling means hitting the trail. And for many of them, there's no substitute for the Indy Trail. The Trail has become the definitive American trail sled, combining easygoing comfort, good looks, and stunning Indy performance. That's probably why it's been the most popular Polaris ever to handle a curve. This snowmobile may very well be the most versatile sled on the market. You'll find an Indy Trail underneath everyone from white-knuckled race pilots to "Ma and Pa" weekend riders.

Which is why we offer it in five different versions for 1988. There's the standard Indy Trail, a machine the snowmobiling world has come to know and love. With the Indy Trail E/S, you get electric start. For racers and other performance buffs, we offer the Indy Trail SP (Sno Pro),



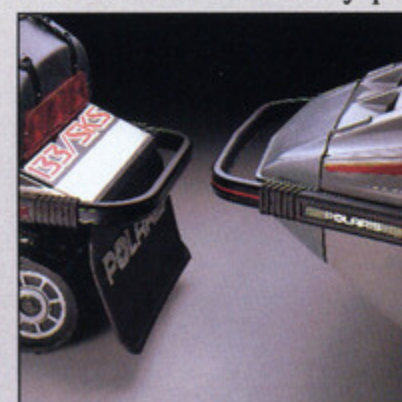
The Indy Trail Deluxe features this plush new two-up seat, backrest, and electric start.

which features a wider ski stance of 38 inches. Riders who spend most of their riding time in deep powder can choose the Snow King Special (SKS)

with a 133-inch track for outstanding flotation. And the Indy Trail Deluxe comes standard with a two-up seat, backrest and electric start.

No matter which model you choose, your Indy Trail will still feature the kind of styling that has made this sled an American favorite. It also gets the new bumpers and larger gauges with a resettable trip odometer and handwarmers as standard equipment.

Even though many consider the Indy Trail to be one of the best-looking snowmobiles on the market, cosmetics are only part of the story.



New integrated bumpers smooth out the Trail's lines.

For the most part, this snowmobile



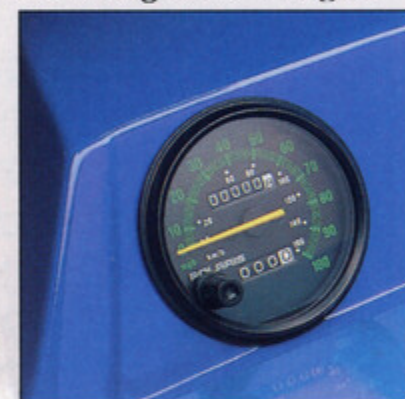
VE WINTER YOU.

has built its reputation on performance. And this year, you still get the performance that made an Indy Trail the runaway winner of the 1987 Jeep International 500. With the strong and reliable 488cc twin, you've got enough power on tap to handle nearly any kind of riding condition you care to run across. And of course, Polaris IFS provides unsurpassed handling at any speed between a snail's pace and wide open.

The Indy Trail is a sled that provides a rare mix between looks, comfort, and performance. You can only truly appreciate this Indy by experiencing it in its element. Take one out on the trail. And see for yourself how it feels to handle any curve.

HOW RUTTED

Last year, we released the sled many of you were asking for—a snowmobile that could deliver the Polaris Indy experience on a limited budget. So we set out to build an inexpensive machine worthy of the Indy name. We also wanted to make it light in weight. We introduced the Indy Sport, and succeeded on both counts. The lightest and least expensive IFS sport sled on the market, the Sport is definitely 100% Indy.



The Sport comes standard with a speedometer and a resettable trip odometer.

It caught the industry by surprise. No other manufacturer had anything like it. There's not another snowmobile in a similar price/performance range. In short, it created its own category. It was definitely a category that snowmobilers were waiting for. Because as soon as people started finding out about the Indy Sport, it started selling like crazy.

You don't mess with success. At least not too much. For 1988 we gave it a new speedometer with a resettable trip odometer. It also gets a new rear bumper. And an eye-popping



TO MAKE THE MOST OUT OF TRAILS, ROUGH TURNS, AND \$2999.*

new graphic treatment.

One thing that wasn't built into the Indy Sport was compromises. Ruts, bumps, and harsh landings are soaked up by the very same industry-standard IFS you'll find on the bigger Indys. And Polaris adjustable long-travel rear



Polaris 340 fan-cooled twin.

The Sport is powered by the torquey Polaris 340 twin. Fan cooled and fed by dual Mikuni carburetors, it gets excellent gas mileage and is extremely reliable. So reliable, in fact, that Flagg Ranch in Yellowstone National Park bought 53 of them for its rental operation. At last report, each of the Ranch's Sports had racked up over 4,000 miles without a major mechanical problem.

To put it simply: the

Indy Sport is an inexpensive, no-compromises sport sled. So if you're one of the many who have wanted high-flying Indy performance at a down-to-earth price, there's only one choice. The Indy Sport. It's a great way to make the most out of rough terrain. Not to mention your tight budget.



Hydraulic disc brake handles the stopping chores.

suspension complements the front with six inches of usable travel. The suspension and chassis package provides such surefooted handling, you'll

ride around looking for turns to carve through. Indys have always been some of the fastest-cornering machines on the market, and the light-weight Sport is no exception.



INDY SPORT

*Manufacturer's suggested retail price. Dealer preparation, tax, and freight not included.



THE \$2599 SPRINT™

With the Polaris Sprint and Star, we showed it was possible to ride economy snowmobiles without looking cheap. These two machines provide full-size Polaris features at a tremendous value. Both have benefitted from much of the same technology you'll find on the other sleds in the Polaris line. Both have adjustable, long-travel rear suspension. And unlike

some makes of smaller-sized snowmo-

biles, they're not smaller snowmobiles. They're full-sized, so your fun doesn't get cut short.

They both feature direct drive, a Polaris exclusive which saves weight and lowers the center of gravity for easier handling. And for 1988, they both have improvements which will make them even better values.

The Polaris Sprint, powered by our proven 340 twin, has always been a willing performer. This year, the Sprint comes standard with key start and speedometer right off the floor. We've



TWO WAYS EVER



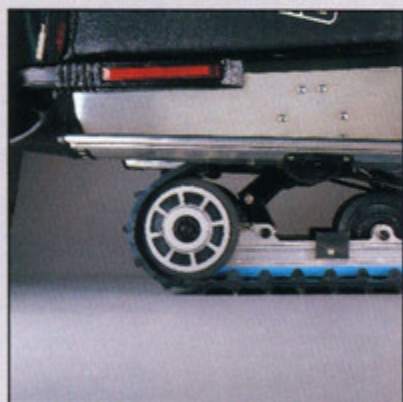
Key start is standard on the Sprint.

also improved its styling, with a new seat and rear bumper to go along with the new colors

and graphics. And it gets a new, larger gas tank, so the fun lasts longer.

The Polaris Star is back with bright new graphics to go along with its big-sled features. It too, gets a new, more comfortable seat, larger gas tank, and integrated rear bumper. And it's still powered by our reliable and economical 244cc single-cylinder engine.

These two snowmobiles are running proof that economy sleds don't have to economize on features. Like our other sleds, they undergo a program of constant improvement. There are even a few improve-



Polaris rear suspension is totally adjustable for different riders and conditions.

ments you won't notice until you're riding them. Like the shortened ski skags, which make them easier to steer.

No matter what you use these snowmobiles for, it won't take long to realize that you're getting a lot of Polaris for not a lot of money.

The Sprint and Star. Two sleds that will keep you running through anything without running down your bank account.



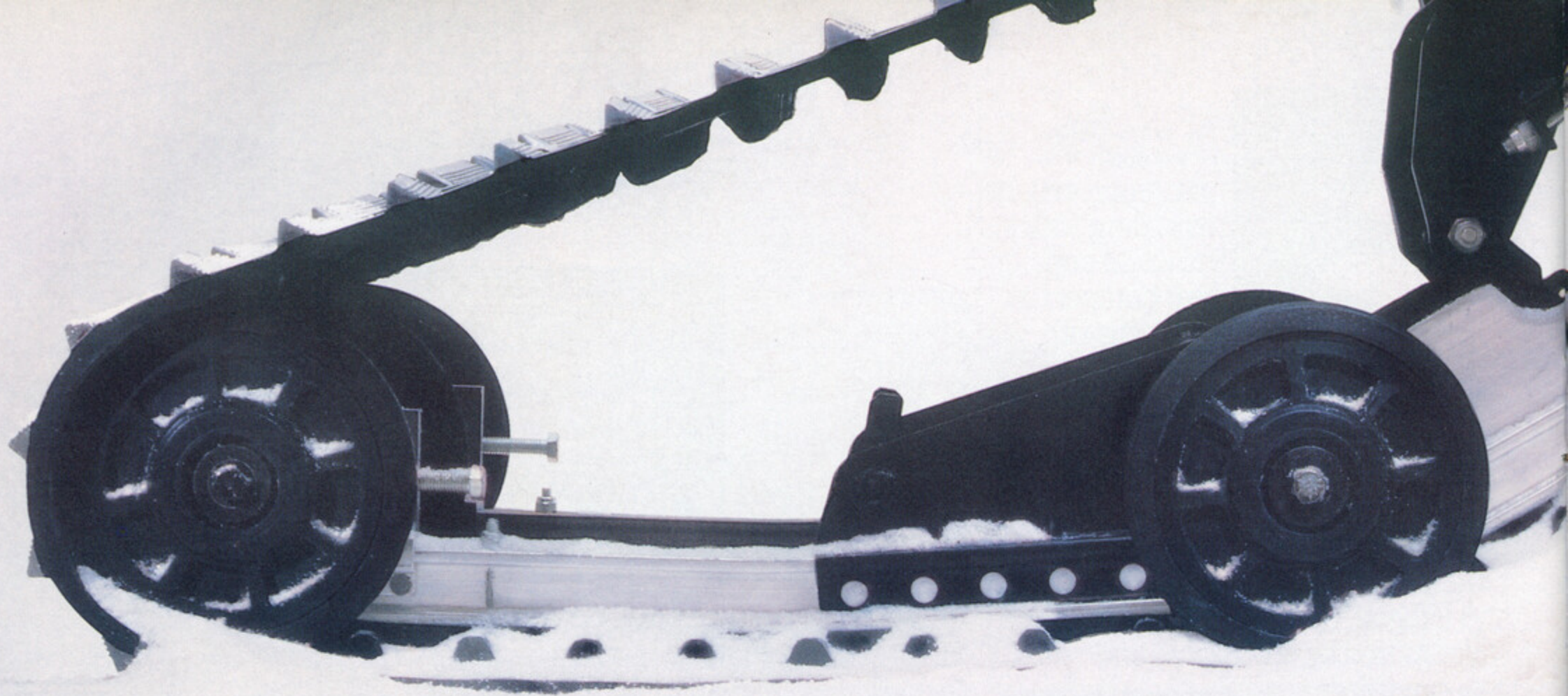
Both the Star and the Sprint feature a new, more comfortable seat.



THE \$1799 STAR



WAYS TO KEEP RUNNING THROUGH EVERYTHING EXCEPT MONEY.



LongTrak comes standard with a padded, adjustable handlebar.

When your work takes you off the beaten path, you need a utility sled that'll get you in deep. And just as important, get you back out again. You need a proven deep-snow performer. You need the Polaris LongTrak.

LongTrak comes with a list of features that has made it a mainstay on the frontier. Reverse gear and a high-low range transmission are standard. The skis are angled up in the rear to keep them from hanging up when the sled is ridden in reverse. A high headlight is standard, as is a gas primer and a heavy-duty hitch for towing. Inside the rugged cargo rack is a rubber mat to prevent damage to the tunnel extension. And the LongTrak's exclusive rear suspension system pivots to keep more of the 148-inch track on the ground.

For 1988, we've added improvements that make the LongTrak even



One lever on the LongTrak lets you select between high and low range, neutral and reverse.

more useful. For starters, we've tuned the 432cc high-torque twin for even more horsepower. The high, padded handlebars are now adjustable for better

comfort whether you're sitting or standing. And to make those long days in the saddle seem a little shorter, we've added a new, more comfortable seat.

With its long list of standard features, the LongTrak is the sled that can handle any kind of work you want to give it. And with its built-in Polaris durability, it'll keep coming back for more.

Some jobs require carrying capacity and superior deep-snow flotation, but don't need all of the stump-



LONGTRAK REVERSE
w/High-low Range

GET IN DEEP. AND BACK OUT AGAIN.



pulling power of the LongTrak. For that kind of work, we present a low-priced, fun-to-ride alternative. The new Polaris StarTrak.

With its colorful graphics, the StarTrak is proof that a work sled doesn't have to look like a farm implement. Like its bigger brother, the StarTrak features a sturdy rear cargo rack, a high headlight, an adjustable high handlebar, and the same comfortable seat.

With the tough-as-nails 244cc Star engine, and 133-inch track, the StarTrak is built to turn a hard day's work into child's play. It gets excellent gas mileage, and with its large fuel tank, you'll go a long way



Cargo rack area features a rubber mat to protect the tunnel extension.

between fill ups. And like all of our sleds, the StarTrak comes standard with maintenance-free Capacitor Discharge Ignition and oil injection.

If you're looking for a low-priced, dependable work partner, you can't do any better than the Polaris StarTrak.

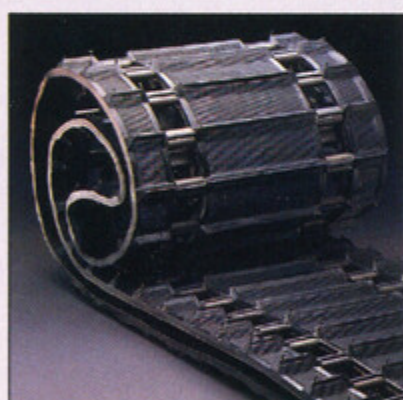


STARTRAK



Both sleds feature a high-mounted headlight.

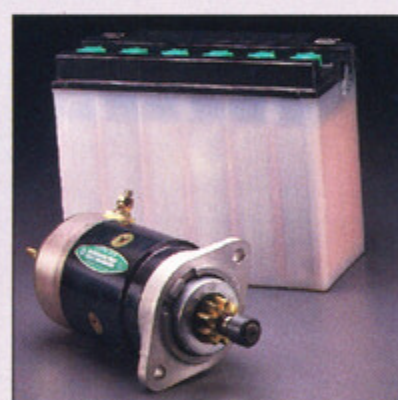
WHAT GOES INTO AND ONTO YOUR SLED SHOULD BE AS GOOD AS YOUR SLED.



133 inch track kit provides improved deep snow flotation. Fits all Indys.



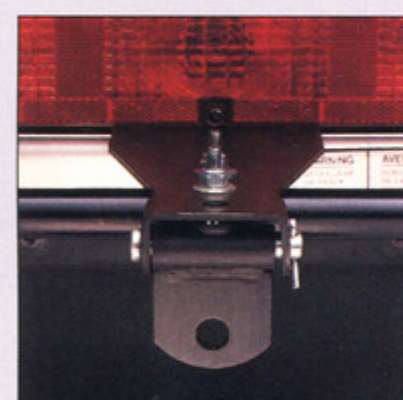
Polaris handwarmers feature a high/low temperature setting.



Get fast and dependable starts with an electric start kit.



Speedometer and tachometer fit all Polaris snowmobiles.



Universal tow hitch fits all Polaris snowmobiles.



Use this universal jack stand for track warmup, maintenance, and off-season storage.



Cargo rack gives you extra hauling capacity, and is available with or without a backrest.



Accessory front bumper protects your Indy's nose cone.



With premium replacement belts and spark plugs available, you can always carry a spare.



Rear view mirror is spring-loaded to absorb impacts.



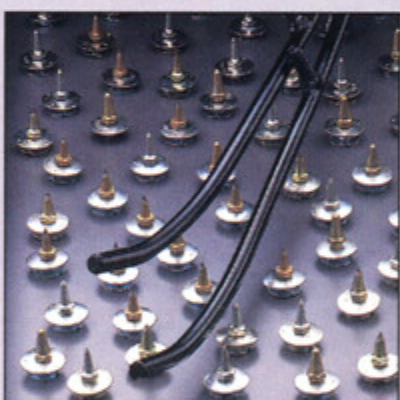
Two-up seat lets you share the fun with a friend.



Defroster installs on your helmet's face shield and keeps it fog free.



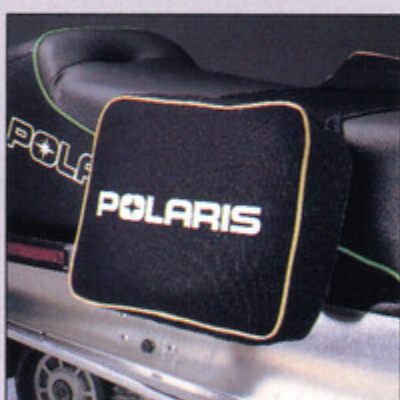
Protect your sled with this durable cover, featuring a zippered gas tank flap and a 2-year warranty. Duffle bags are available in two sizes.



Carbide ski runners and track studs improve traction.



Oils, lubes, and de-icer are specifically formulated for Polarís.



Saddle bags fit all Polarís snowmobiles.



Optional wheel kit improves ride and reduces hi-fax wear.



Tether kill switch cuts the engine should you and your sled part company during the ride.



Get a grip on your starting rope with this replacement handle.



High quality paint and polish products let you keep your Polarís looking like new.



Take it with you in Polarís touring luggage. Easy installation, fits all Indy models.

STYLE THAT DOESN'T END AFTER THE TRAIL DOES.



New full-face helmet features vented shield.



New open-face helmet.

The problem with most snowmobile clothing is that it looks like snowmobile clothing. Which is why we design Polaris Winterwear with the kind of style that looks good whether you're on a sled or not. For 1988, we've got more choices and colors than ever before, including two hot new leather suits.

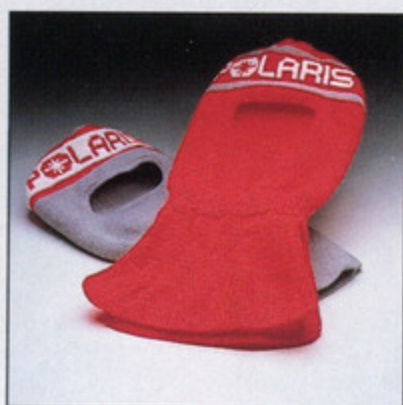




Goggles are available with either clear or light-sensitive lenses.



Acrylic knit ski caps.



Acrylic knit ski masks.

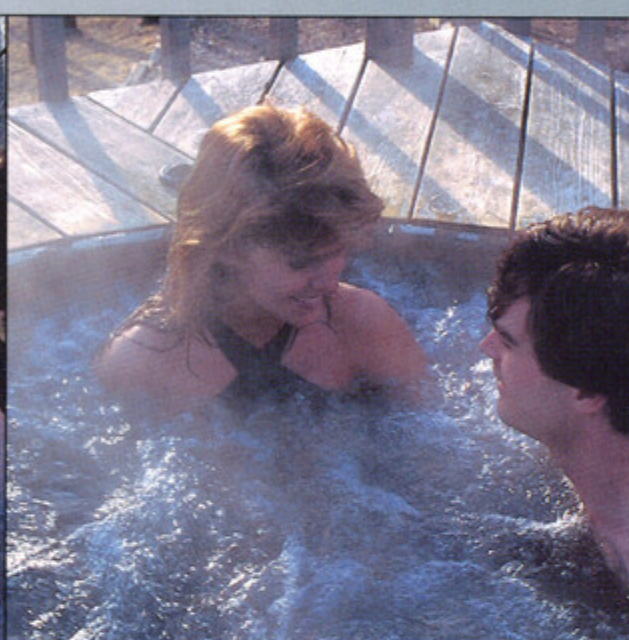


Women's knit sweater.



Men's knit sweater.





Trekker boots.



Explorer boots.



Heat-reflective socks.





Acrylic knit ski caps.



Acrylic knit ski masks.



New full-face helmet features vented shield.



New open-face helmet.



Snap-on visors



Men's knit sweater.



Women's knit sweater.



Leather Sizzler gloves.



Leather Sizzler mitts.



Goretex®-Thinsulate® gloves.



Polaris three-season jacket.



Heat-reflective glove liners.

Winterwear in blue is the perfect complement to your LongTrak, StarTrak, Sprint, Star, or Indy Sport.



POLARIS BY



	Indy 650 (650 SKS)	Indy 400 (400 SKS)	Indy 400 Classic	Indy Trail (SP, Deluxe, E/S, SKS)
Engine Type	Liquid-cooled Triple	Liquid-cooled Twin	Liquid-cooled Twin	Fan-cooled Twin
Displacement (cc)	648	398	398	488
Bore x Stroke (mm)	67.72 x 60	65 x 60	65 x 60	72 x 60
Carburetion	Three VM38SS Mikuni	Two VM34SS Mikuni	Two VM34SS Mikuni	Two VM34SS Mikuni
Lubrication	Oil Injection	Oil Injection	Oil Injection	Oil Injection
Ignition	CDI	CDI	CDI	CDI
Alternator Output	12V 120 W	12V 120W	12V 120W	12V 120W
Length (in./cm)	106.25/269.9 (113/287 for SKS)	106.25/269.9 (113/287 for SKS)	106.25/269.9	106.25/269.9 (113/287 for SKS)
Width (in./cm)	41.62/105.7	41.62/105.7	41.62/105.7	41.62/105.7 (43.12/109.5 for SP)
Height (in./cm)	42/106.7	42/106.7	42/106.7	42/106.7
Ski Stance (in./cm)	36.5/92.7	36.5/92.7	36.5/92.7	36.5/92.7 (38/96.5 for SP)
Track Width (in./cm)	15/38.1	15/38.1	15/38.1	15/38.1
Track Length Overall (in./cm)	120.96/307.2 (133.56/339.2 for SKS)	120.96/307.2 (133.56/339.2 for SKS)	120.96/307.2	120.96/307.2 (133.56/339.2 for SKS)
Fuel Capacity (U.S. gal./Imp. gal./liters)	7.3/6.1/27.7	7.3/6.1/27.7	7.3/6.1/27.7	7.3/6.1/27.7
Recommended Fuel	88 Octane Minimum	88 Octane Minimum	88 Octane Minimum	88 Octane Minimum
Front Suspension	Coil Spring Over Shock IFS	Coil Spring Over Shock IFS	Coil Spring Over Shock IFS	Coil Spring Over Shock IFS
Brake Type	Liquid-cooled Hydraulic Disc	Hydraulic Disc	Hydraulic Disc	Hydraulic Disc
Storage	Rear of Seat	Rear of Seat	Rear of Seat	Rear of Seat
Speedometer	Standard	Standard	Standard	Standard
Tachometer	Standard	Standard	Standard	Standard
Trip Odometer	Standard	Standard	Standard	Standard
Accessory Lights*	High Temp. Indicator Only	High Temp. Indicator Only	Standard	N.A.
Gas Primer	N.A.	N.A.	N.A.	N.A.
Electric Start	N.A.	N.A.	Standard	Option (Standard on E/S and Deluxe)
Handwarmers	Option	Option	Standard	Standard
Two-Up Seat	Option	Option	Option	Option (Standard on Deluxe)
Backrest	Option	Option	Option	Option (Standard on Deluxe)
Storage Rack	Option	Option	Option	Option
Tow Hitch	Option	Option	Option	Option
Carbide Ski Runners	Standard	Option	Option	Option (Standard on E/S and Deluxe)

*Includes high temperature, low oil, high/low beam, and handwarmer indicator lights. Polaris reserves the right to change models or specifications at any time without incurring obligation. Professional riders were employed for the photographs in this brochure. Do not attempt maneuvers beyond your capabilities. Riding responsibly and with respect for the law will help preserve our sport. Please wear a helmet and eye protection when you ride. Polaris Industries Inc., 1225 North County Road 18, Minneapolis, MN 55441. ©1987 Polaris Industries Inc. Printed in USA. #9911393

NUMBERS.



Indy Sport	Sprint	Star	LongTrak Reverse	StarTrak
Fan-cooled Twin	Fan-cooled Twin	Fan-cooled Single	Fan-cooled Twin w/High-low Range and Reverse	Fan-cooled Single
339	339	244	432	244
62 x 55.6	62 x 55.6	72 x 60	67.72 x 60	72 x 60
Two VM30SS Mikuni	Two VM30SS Mikuni	One VM30SS Mikuni	Two VM34SS Mikuni	One VM30SS Mikuni
Oil Injection CDI	Oil Injection CDI	Oil Injection CDI	Oil Injection CDI	Oil Injection CDI
12V 120W	12V 120W	12V 100W	12V 120W	12V 100W
106.25/269.9	102/259.1	102/259.1	120.5/306.1	109/276.9
41.62/105.7	40/101.6	40/101.6	40/101.6	40/101.6
42/106.7	44.5/113	44.5/113	44.5/113	44.5/113
36.5/92.7	31/78.7	31/78.7	31/78.7	31/78.7
15/38.1	15/38.1	15/38.1	15/38.1	15/38.1
120.96/307.2	108/274.3	108/274.3	148/376	133/337.8
7.3/6.1/27.7	7.5/6.2/28.1	7.5/6.2/28.1	7.5/6.2/28.1	7.5/6.2/28.1
88 Octane Minimum Coil Spring Over Shock IFS Hydraulic Disc	88 Octane Minimum Monoleaf	88 Octane Minimum Monoleaf	88 Octane Minimum Monoleaf	88 Octane Minimum Monoleaf
	Mechanical Disc	Mechanical Disc	Mechanical Disc	Mechanical Disc
Rear of Seat	Rear of Seat	Rear of Seat	Rack/Rear of Seat	Rack/Rear of Seat
Standard	Standard	Option	Standard	Standard
Option	Option	Option	Option	Option
Standard	N.A.	N.A.	N.A.	N.A.
N.A.	N.A.	N.A.	Neutral Indicator Only	N.A.
			Standard	
Option	Standard	N.A.	N.A.	N.A.
Option	Option	N.A.	Option	N.A.
Option	N.A.	N.A.	N.A.	N.A.
Option	Option	Option	Option	N.A.
Option	Option	Option	Standard	Standard
Option	Option	Option	Standard	Option
Option	Option	Option	Option	Option



NOTHING BEATS
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